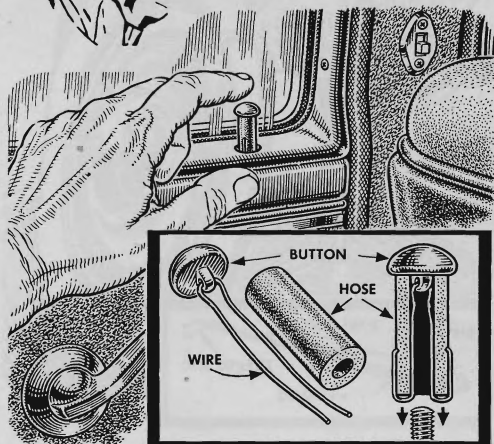
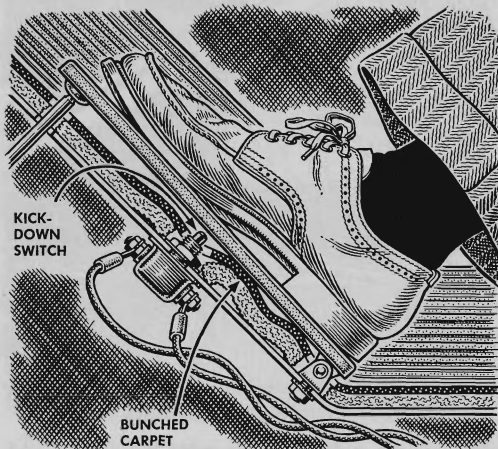


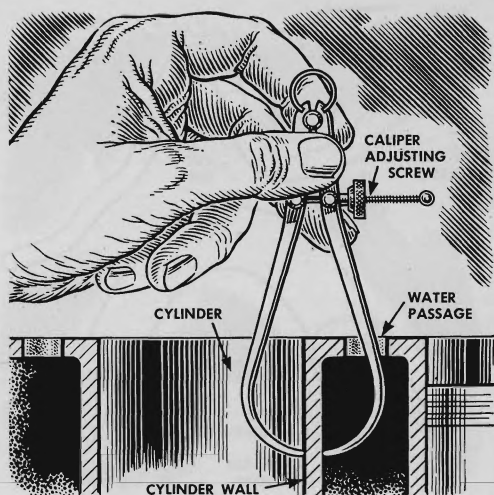
Hints from the Model Garage



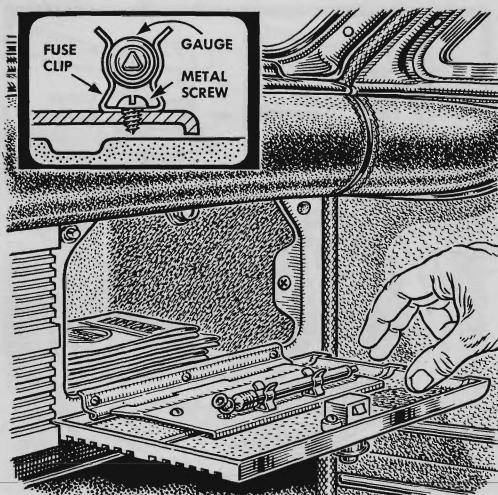
If a door-lock knob breaks and a factory replacement is not available, cut off a short piece of windshield-wiper hose. Loop a piece of copper bell wire through the eye of a dress button about the size of the original knob, push the wire through the hose, turn up the ends and force the assembly over the threaded control rod.



Carpet bunched under the accelerator may make it difficult or impossible to kick down an overdrive transmission from fourth to third to get maximum power. The owner of a car with an automatic transmission may have similar trouble because the pedal is set so low that it bottoms before operating the down-shift switch.



While reboring a cylinder, you can measure the wall with calipers. Put one prong through the water passage and turn up the calipers. Mark the screw setting with a fine pin, take out the calipers, reset the screw and measure between the points.

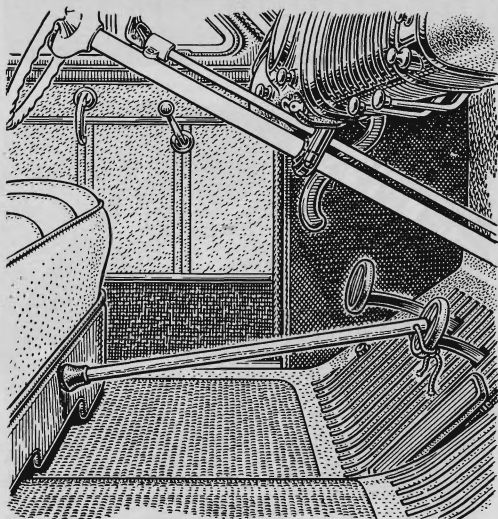


A tire gauge mounted on the inside of the glove-compartment door with a pair of fuse clips will not get lost among the odds and ends in the compartment. Spring clips suitable for the purpose usually cost only a nickel apiece. Fasten with screws.

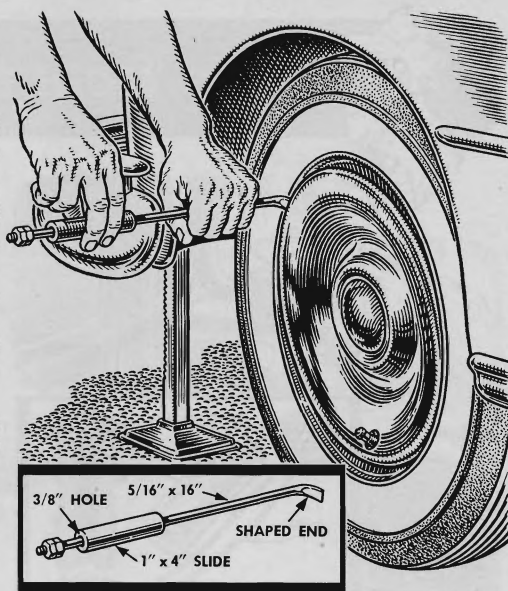
Please turn the page for more auto hints.

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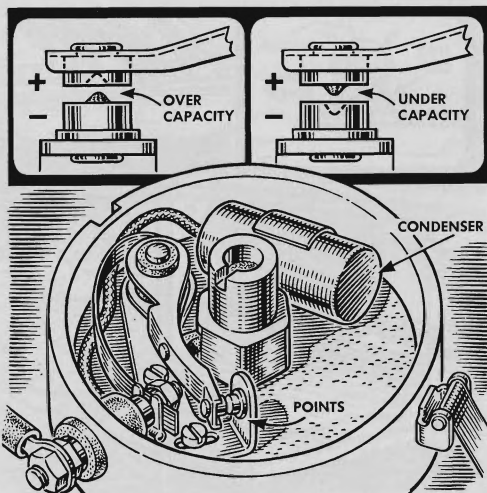
MORE Hints from the Model Garage



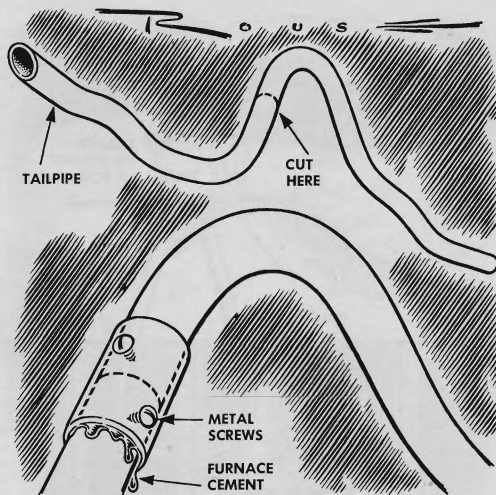
Changing a front tire will be safer and the wheel won't revolve if you first set the brakes with this broomstick arrangement. Cut the stick to the correct length, put a crutch tip on one end and loop cord through a hole in the other. While a front wheel is jacked up you then will have the safety of three locked wheels instead of only two.



A hub cap will come off easier and there will be less chance of marring the wheel paint if you make a tool like this and add it to your car kit. Ramming the slide against the nut while the hook is under the cap rim does the trick. The tool can also be used to remove front-wheel bearing caps that are pressed in place.



Pits in distributor points are a sign that the condenser is of the wrong value. If the positive point pits and the negative one builds up, the condenser is probably over capacity. If it's the other way, the condenser value is too low.



A tailpipe sometimes has so many twists and turns that putting a new one in place becomes a problem. If nothing else works, it may help to saw the pipe in two and later, after the parts are in place, join them with a metal sleeve and furnace cement.